



Like a cool drink
when you're thirsty—
they satisfy!



When you're real thirsty—cold water! It satisfies! When you want to smoke—Chesterfields! They satisfy! But, Chesterfields are mild, too! This new kind of enjoyment—mildness together with "satisfy"—offers smokers what no other cigarette can offer, because no cigarette maker can copy the Chesterfield blend!*

Get this new kind of enjoyment today. Get Chesterfields!

Liggett & Myers Tobacco Co.

Chesterfield

CIGARETTES

*The Most Expensive Turkish Tobaccoes that grow are contained in the famous Chesterfield Blend—XANTHI for its fragrance; SMYRNA for its sweetness; CAVALLA for its aroma; SAMSON for its richness.

20 for 10c

They SATISFY!

—and yet they're MILD

AUCTION SALE

The Undersigned will Sell at Public Auction at His Premises on Sec-7 Warner Township—1/4 mile east of the Bricker farm—on

THURSDAY, AUG. 17th

Commencing at 1:00 o'clock p. m., the Following Described Property, to-wit:—

- | | |
|---|---|
| 1 BAY MARE, 8 years old, with COLT by her side, 3 months old. | 1 Three Horse Power GASOLINE ENGINE. |
| 1 BROWN MARE, 10 years old. | 1 GREEN BONE CUTTER for power use. |
| 1 BLACK GELDING, 5 years old. | 2 Sets Double WORK HARNESS. |
| 1 BAY MULE, 8 years old. | 1 Set Double LIGHT HARNESS. |
| 1 ROAN COW, 8 years old. | 1 1900 Washing Machine and Wringer for power use. |
| 1 RED and WHITE COW, 4 years old. | 1 DeLaval Cream Separator for hand or power use. |
| 1 RED COW, 4 years old. | 1 Barrel Churn. |
| 1 BLACK COW, 4 years old. | 1 Pump Jack, 1 Line Shaft and Pulleys, and about 100 feet of Belting. |
| 2 HOLSTEIN CALVES. | 1 Set of Blacksmith's Tools. |
| 1 LIGHT WAGON. | 1 New Oil Stove. |
| 1 pair LIGHT SLEIGHS. | 1 Stove Range. |
| 1 SINGLE BUGGY. | 1 Heating Stove. |
| 1 Deering MOWER, nearly new. | 1 Bed-room Suite. |
| 1 John Deere DISK, good as new. | 1 Sewing Machine. |
| 1 Spring-Tooth HARROW. | 4 Beds and Springs. |
| 1 LAND ROLLER. | 2 Commodes. |
| 1 Empire GRAIN DRILL. | 1 twelve-foot Dining Table. |
| 2 Five-tooth CULTIVATORS. | 6 Chairs. |
| 1 Double Shovel CULTIVATOR. | 4 Rocking Chairs. |
- 1 Cupboard.
All other Household Furniture, Hoes, Rakes, Shovels, and other articles too numerous to mention.

Terms: All sums under \$5.00, cash. Over that amount, one year's time—without interest—on approved notes payable at the State Bank of East Jordan. Five per cent discount for cash.

T. E. NILES, AUCTIONEER

Forrest Williams, Prop'r

FEDERAL INQUIRY IN WAGE DISPUTE

Railroad Managers Submit
Plans to Avoid Great Strike.

ARBITRATION IS OFFERED.

Agree to Refer Demands of Men For
More Pay to the Interstate Commerce
Commission or to Accept Settlement
Under Newlands Act.

New York.—The announcement that the strike vote which has been in progress among the train service employees of American railroads for the past several weeks has been completed, and that the final demands by the union leaders are soon to be presented to the railroad managers here, indicates that the public will soon know whether the controversy between the railroad workers and their employers is to be settled peaceably, or whether a nation-wide strike is to be inflicted upon the country.

Thus far the leaders of the four unions—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen—have refused to consider any proposal for an arbitration of the questions in dispute, or for settlement of the controversy by the Interstate Commerce Commission.

Would Cost \$100,000,000.

The demands of the train service men for an increase in wages, which, it is estimated, would cost the railroads of the country \$100,000,000 a year, were originally presented last March. At that time the representatives of the unions asked for a conference with a committee of railroad managers representing the various railroad lines of the country.

This conference began here in New York on June 1st, and continued for two weeks. The railroads were represented by a committee of nineteen managers, and the brotherhoods by the heads of their various national and local organizations—some eight hundred men in all.

Choice of Methods Offered.

The conference failed to reach a decision owing to the refusal of the union leaders to consider any modification of their demands, or any proposal for arbitration. At the conclusion of the meetings the railroad managers submitted a proposal to refer the whole question to the Interstate Commerce Commission, or to arbitration under the provision of the federal statute covering this matter.

The alternative suggestions which they advanced for adjusting the controversy were as follows:

"1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenues of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or

"2. By arbitration in accordance with the provisions of the Federal law, entitled, 'An Act Providing for Mediation, Conciliation and Arbitration in Controversies between Certain Employers and their Employees,' approved July 15, 1913, and commonly known as the Newlands Act."

Unions Refuse Offer.

The union leaders declined to consider the suggestion of the railroad managers, and announced that they would seek a vote of the members of the unions asking that they be given authority to declare a strike on all the railroad lines of the country. This strike vote has been in progress for the past six weeks, and, according to reports which have been received here from time to time, will result in giving the four union leaders the authority which they asked for to halt every railroad train from one end of the country to the other.

Meanwhile a resolution has been introduced into Congress at the request of the Chamber of Commerce of the United States directing the Interstate Commerce Commission to investigate the whole question of railway wages and their relation to railway earnings. The commercial interests, the newspapers, and public men of the nation have gone on record as demanding that the dispute be settled peaceably.

What the Public Pays.

Out of every dollar the public pays the railroads for transportation the railroad employees receive 44 cents. The traveler who spends \$100 a year for his tickets is paying \$44 for railroad labor. The merchant whose freight bills amount to \$1,000 contributes \$440 to the railroad payroll. The merchant gets the money from his customers in the prices he charges for his wares. The public pays every dollar of the railroad bill.

GREAT R. R. STRIKE IS THREATENED

Transportation Tie-up Would
Paralyze Business.

FARMERS TO FACE DANGER.

Could Not Market Crops and Losses
Would Run Into Hundreds of Mil-
lions—With Factories Unable to
Operate Wage-earners Would Suffer.

From the viewpoint of the public it is an intolerable situation when any group of men, whether large or small, have the power to decide that a great section of country * * * shall undergo great loss of life, unspeakable suffering and loss of property beyond the power of description, through the stoppage of a necessary public service. This, however, is the situation which confronts us as a nation.—From the Report of the Eastern Engineers' Arbitration Board (1912) signed by Charles R. Van Hise, Oscar Straus, Frederick N. Judson, Albert Shaw, Otto N. Elditz and Daniel Willard.

As a result of the demands for more wages which the train service employees of the railroads have been pressing upon the transportation lines, the country is face to face with the possibility of the greatest strike and the most serious industrial catastrophe in its history. The engineers, conductors, firemen and brakemen on practically all the railroad lines have voted to place their entire interests in charge of a few leaders within their organizations, and to give these leaders authority to call a strike if they wish to do so.

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part transportation plays in every industrial activity of the country.

Cities Would Face Starvation.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard, it would mean a cutting off of food supplies that would place the inhabitants virtually in a state of siege.

In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

Vast Loss to Farmers.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, while the market value of more perishable articles would disappear entirely. The strike would make it extremely difficult to harvest crops in many sections. It would make the disposal of the crops impossible, and would inflict losses amounting to hundreds of millions of dollars upon the farmers of the country.

The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work.

With the income of practically every class of citizens either seriously cut down or suspended entirely, merchants would transact little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually paralyzed from the moment the railroads ceased to operate. The injury to the railway companies and to the striking employees would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

HIGHEST WAGES, LOWEST RATES.

American railroads today pay the highest wages in the world, out of the lowest rates in the world, after having set down to capital account the lowest capitalization per mile of all great countries of the world. No other occupation and no other employer of labor in the country can match this record.—James J. Hill.

Hopes Women Will Adopt This Habit As Well As Men

Glass of hot water each morning helps us look and feel clean, sweet, fresh.

Happy, bright, alert—vigorous and vivacious—a good clear skin; a natural, rosy complexion and freedom from illness are assured only by clean, healthy blood. If only every woman and likewise every man could realize the wonders of the morning inside bath, what a gratifying change would take place.

Instead of the thousands of sickly, anemic-looking men, women and girls with pasty or muddy complexions; instead of the multitudes of "nerve wrecks," "rundowns," "brain fags" and pessimists we should see a virile, optimistic throng of rosy-cheeked people everywhere.

An inside bath is had by drinking, each morning before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver, kidneys and ten yards of bowels the previous day's indigestible waste, sour fermentations and poisons, thus cleansing, sweetening and freshening the entire alimentary canal before putting more food into the stomach.

Those subject to sick headache, biliousness, nasty breath, rheumatism, colds; and particularly those who have a pallid, sallow complexion and who are constipated very often, are urged to obtain a quarter pound of limestone phosphate at the drug store which will cost but a trifle but is sufficient to demonstrate the quick and remarkable change in both health and appearance awaiting those who practice internal sanitation. We must remember that inside cleanliness is more important than outside, because the skin does not absorb impurities to contaminate the blood, while the pores in the thirty feet of bowels do.

If you can get a horse at a bargain—drive the bargain.

A WOMAN'S KINDLY ACT

Mrs. G. H. Eveland, Duncan Mills, Ill., writes: "I was stricken with lumbago, unable to turn in bed. A neighbor brought Foley Kidney Pills. She had been similarly afflicted and they cured her. I was cured by three bottles." If the kidneys do not function lumbago, rheumatism, aches, pains, are apt to result.—Hites Drug Store.

GLASS OF SALTS IF YOUR KIDNEYS HURT

Eat less meat if you feel Backache or have Bladder trouble—Salts fine for Kidneys.

Meat forms uric acid which excites and overworks the kidneys in their efforts to filter it from the system. Regular eaters of meat must flush the kidneys occasionally. You must relieve them like you relieve your bowels; removing all the acids, waste and poison, else you feel a dull misery in the kidney region, sharp pains in the back or sick headache, dizziness, your stomach sour, tongue is coated and when the weather is bad you have rheumatic twinges. The urine is cloudy, full of sediment; the channels often get irritated, obliging you to get up two or three times during the night.

To neutralize these irritating acids and flush off the body's urinous waste get about four ounces of Jad Salts from any pharmacy; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine and bladder disorders disappear. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean and stimulate sluggish kidneys and stop bladder irritation. Jad Salts is inexpensive; harmless and makes a delightful effervescent lithia-water drink which millions of men and women take now and then, thus avoiding serious kidney and bladder diseases.

LADIES! LOOK YOUNG, DARKEN GRAY HAIR

Use the Old-time Sage Tea and Sulphur and Nobody will Know.

Gray hair, however handsome, denotes advancing age. We all know the advantages of a youthful appearance. Your hair is your charm. It makes or mars the face. When it fades, turns gray and looks streaked, just a few applications of Sage Tea and Sulphur enhances its appearance a hundred-fold.

Don't stay gray! Look young! Either prepare the recipe at home or get from any drug store a 50-cent bottle of "Wyeth's Sage and Sulphur Compound," which is merely the old-time recipe improved by the addition of other ingredients. Thousands of folks recommend this ready-to-use preparation, because it darkens the hair beautifully, besides no one can possibly tell, as it darkens so naturally and evenly. You moisten a sponge or soft brush with it, drawing this through the hair, taking one small strand at a time. By morning the gray hair disappears; after another application or two, its natural color is restored and it becomes thick, glossy and lustrous, and you appear years younger.

Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.